

Abstract

A control apparatus 50 for a gas turbine engine for an aircraft includes engine control means 52 forming part of an outer fuel control loop and fuel control means/overthrust protector 76 forming part of an inner fuel control loop. Overthrust protection is provided within each of the engine control means 52 and the fuel control means/overthrust protector 76, which are powered and housed separately. Thus, a failure within one of these systems could not result in overthrust and demonstrably reliable overthrust protection is provided within a single channel.